

THE NAVAHOE THE VICTOR.

GOELET CUP RACES AT NEWPORT.

TOURS FOR THE CUPS—YACHTSMEN AND NEW-PORT COTTAGERS GREATLY DISAPPOINTED

**CRUISE OF THE NEW-YORK
YACHT CLUB TO-DAY.**

Newport, Aug. 5 (Special).—Newport has been inconsolable to-day. The big sporting contest for which the local social world turns out in force is the Golet Cup regatta, which is always sailed on one day of the cruise of the New-York Yacht Club. People who know nothing of the world of sport during all the rest of the year go out to see these particular contests. Maidens and mammas are on the lookout for the day, for it is one on which more than good cune

have sometimes been landed. Annually, at this time, Newport is filled with yachtsmen, and it is a social loss of some moment when the amateur heroes have done nothing for maidens to grow enthusiastic over.

To-day the yachtsmen, most of them 414

thing. A morning heavy shower and a fresh breeze blowing about eighteen miles an hour completely stumped them. With the exception of one race between two big boats, and a walk-over taken by another, the big annual struggle collapsed into a most complete fizzle. The facts of the day were sufficiently full of silent criticism. Here was a fleet of yachts, supposed to be the weatherly, and an uncounted number of yachtsmen, who are supposed to be sailors. A light of whole sail breeze and a watering-can full of rain locked up the whole of this in harbor. Out of nearly two hundred sail now here at anchor, only about a dozen craft went out to see the race of the big boats. It was a rene-

repetition of the old, old story; at one moment, so many gay mariners basking in the sun; but turn on a little unpleasant weather, and the

boats that are built to sail in nothing stronger than a sixteen-knot breeze cannot be found with a search warrant.

POINTS THAT WILL BE REMEMBERED.

Otherwise, and if so much of the general disappointment can be put aside, there was a good deal in the racing between the two big cutters that was worthy of notice. The contest be-

tween the Navahoe, belonging to Royal Phelps Carroll, and the Vigilant, now owned by Percy Chubb, will be remembered for a long time; first, because it was sailed in a slashing good breeze and in some seaway; and secondly, because the big five-hundred-dollar cup won was through superior handling and by the boat which has been generally accounted the slower of the two.

in the morning leaden clouds filled the sky and the harbor was enveloped in mist. The nor'west wind seemed a little chilly after the previous heat. The few boats which got ready to go out were laid down to their lee rails after they left their anchorages. Commodore Morgan signalled at 9 o'clock that the competitors should proceed to Brenton's Reef at 9.30 o'clock. It was a run before the wind to the starting line, but the fleet carried topsails, and the wind was not very strong. The sailors

The Colónia took the cup given by Captain Goelet for the contest between schooners. The Emerald, the only other entry in this class, failed to come out, and Commodore Postley, of the *Leeward*, took the Colónia's place.

AN ADVANTAGE FOR THE VIGILANT.

prepared. The Vigilant rounded up past the committee boat and crossed the line three-quarters of a minute after gunfire. The Navahoe

was too far to windward at the time, and she did not cross until two minutes had elapsed after the alarm. She was then 100 miles out.

for the signal. She was thus one minute and forty seconds behind the former Cup defender on the start. The committee had previously signalled that the race would be sailed over the Block Island course, and, with the wind blowing from the north-northeast, the first leg of the course was a run dead before the wind. As she passed over the line, the Vigilant had her

The Navahoe had lowered her spinnaker boom to starboard just after the preparatory signal was fired, and as she crossed the line broke out her spinnaker. The course known as No. 4, which was now being sailed, starts at Brenton's Reef and leads to a mark east of Block Island, thence to a stakeboat two miles southwest by west from West Island, the distance being in all thirty-eight miles.

not set her sprinkler immediately on crossing the line, and it was only after the Navahoe had begun to creep up on her in a marked way that the Vigilant sprinkler beam was lowered out.

The vigilant spinnaker boom was powered out. Before the sail was hoisted the Vigilant luffed out across the Navahoe's bows. Then she broke out the big spread and the race could be said to have fairly begun. Both boats were

said to have fairly begun. Both boats were getting away down the wind at a magnificent pace, and, as seen from the steamers in the

THE COLONIA'S WALKOVER.

The schooner Colonia was sent off for her walk-over five minutes after the single-stickers, and she crossed the line at 12:16:50. She was carrying both gaff topsails and the large jib topsail.

The tug Edward Luckenbach had placed the mark with its red flag about six miles north of Block Island. Both of the yachts came down for the buoy and the mainmast got an up and spin-ning to the starboard. All the way the yachts kept reducing the Vigilant's lead, and when they appeared to be nearly even, although running wide apart. It was discovered that the Block

island mark had capsized, so a new one was set a quarter of a mile to the eastward. This favored the Navahoe, and, taking in her spinnaker,

The Vigilant was considered by some spectators to be slightly ahead as they both approached

he mark, but the Navahoe people say that their boat was not favored at the buoy, but was really ahead before the rounding of it. Anyway, the Vigilant was about thirty seconds behind at the buoy. After this she started after the Navahoe, but instead of keeping a good rap full, the Vigilant's skipper immediately began to pinch her. Captain Crocker gave the Navahoe a good steady pull and she came along in fine style. As this

The Vigilant kept on for half an hour on this

The boats kept on for half an hour on this tack, when the Vigilant again tacked to port. Then it was seen that this kind of steering had

done its inevitable work, for she could not weather the Navahoe. The latter then tacked on her rival's weather beam, and both boats stood for the second mark, which lay two miles

The handling of the Navahoe by Captain Aubrey Coker as masterly, while the grand old ship defender of 1893 was twisted about in a way that almost brought tears to the eyes of her old-time lovers. First, she was pinched up till her headstalls were on the shake, and then she would be paid off on a ripping full that sent her humming, but not as close as she could lie